

## CHARGES TAKEN UP BY SHIPPING BOARD

Inquiry on Allegations of Favoritism in Receiver-ships Begin To-day.

## CONRAD MAKES DENIAL

His Complaint Was Made to Admiral Benson by Discharged Clerk.

## REVELATIONS PROMISED

H. W. Henderson Says He Has Twenty-five Witnesses to Support Him.

A committee of inquiry appointed by Admiral Benson to investigate charges made against W. Davis Conrad, the Shipping Board's chief admiralty counsel in New York, by one of his subordinates, E. H. Henderson, will hear witnesses in closed session in the board's offices at 45 Broadway tomorrow morning.

Mr. Henderson, who is described by Mr. Conrad as a "law clerk" and who describes himself as assistant counsel in the admiralty division of the Shipping Board, says he has twenty-five witnesses to support his formal complaint that Mr. Conrad has caused the Government a great loss of money in relation to receiver-ships of companies operating Shipping Board vessels. Mr. Conrad says the charges will easily be proven false.

Mr. Henderson's first charge, made in a letter to Admiral Benson, was that Mr. Conrad used his position and authority to place in the hands of receiver-ships insolvent steamship companies 99 per cent. of whose assets consisted of ships to which the United States Shipping Board held title. His second charge was that Conrad misused his office as place as attorneys for the receivers Mr. Conrad's brother-in-law, A. C. Carson, and DeLancey Nicoll, Jr., who, says Mr. Henderson, have received large fees. The third charge was: "W. Davis Conrad by his actions has caused the loss of a large sum of money to the Government, and each day the loss still continues."

Charges False, Says Conrad.

Mr. Conrad put forth this statement yesterday: "The charges against me were presented to the board by a discharged law clerk after my dismissal from my office. On being dismissed this young man appeared to Admiral Benson for a hearing and at the same time filed charges against me. Undoubtedly a committee appointed to hear and determine the whole matter."

"As the matter is now before that committee, to which I am ready to submit my complete refutation of these charges, it would be manifestly improper for me to discuss them pending the action of the committee, except to say that the charges are false in each and every detail and are fully and completely refuted by the record, which will speak for itself and which will disclose that every step taken in relation to receiver-ships in question, including the nomination and appointment of the receivers and the appointment of their counsel, was taken at the direction of the board and its officers in Washington."

As evidence that he is not a law clerk, but a man of responsibility, Mr. Henderson submitted yesterday that he is a graduate of Ann Arbor and of the law school of the University of Chicago, that he was formerly counsel for the United Trust Company of Chicago and that during the war he was director of the navy's "turbine engineers" school at Carnegie Tech, Pittsburgh, with the rank of Commander. He said that his dismissal by Mr. Conrad was not suspended, but that Admiral Benson had him reinstated.

DeLancey Nicoll, Jr., before he resigned to enter private practice, was an Assistant United States Attorney, and A. C. Carson, his present partner, was on the legal staff of the Shipping Board. It was said at the Shipping Board offices yesterday that their fees for legal work involving more than \$1,000,000 have been about \$67,000.

No Fees for Receivers.

All the receivers in the case mentioned by Mr. Henderson are Shipping Board men. They get no fees as receivers. They are: George W. Sterling, receiver of the American Star Line, Atlantic-Adriatic Steamship Corporation, and Victor S. Fox & Co., Inc.; T. J. Migline, for American Merchant Mariners, Inc. and Stateline Steamship Corporation; Frank S. Martin, for French American Line, Inc.; W. J. Coogan, for International Maritime Corporation; George E. McCann, for Italian Star Line, and T. J. Keen for Standard Steamship Company.

The committee of inquiry consists of Farragut de Lancy, Robert A. Dean and Charles Sutter. Mr. Sutter came to New York yesterday.

## GLYNN BACK: PROPHETIC.

Says Democrats Will Carry the City Next Fall.

Martin H. Glynn, former Democratic Governor of this State, who returned yesterday from a tour with his wife of England, Italy and France by the French liner La Savole, permitted the spirit of prophecy to inspire him to declare the Democratic party would win in this city next fall.

He based his prediction on the "action" of the Legislature in shearing the cities of the State of home rule and reducing New York city almost to the position of a conquered colony."

REMEMBER this when you think of a new suit—The Best—for the Least at which the Best is sold—is to be had from Louis Berg. The reason for it is in the unusually large business of Louis Berg—The Four Thousand rather than The Four Hundred. Believeable simply because it's true.

**LOUIS BERG**  
Tailor to The Four Thousand  
743 FIFTH AVENUE

Master Tailored Business Suits Eighty Dollars

## COURT ATTACKS MARRIAGE 'FOR COMPANIONSHIP ONLY'

Justice Mullin Rules That James Risk, 68, Was Justified in Abandoning His 40-Year-Old Bride; Separation Suit Is Refused.

In an opinion denying a separation to Mrs. Florence Sutlow Risk from James Risk, 68, Justice Mullin ruled yesterday that the 40-year-old bridegroom was justified in abandoning his 40-year-old bride after their marriage "for companionship only." The Risk marriage was featured by a honeymoon atop a Fifth Avenue bus, with the officiating minister as company.

"Upon what seems to me to be plain principle, an agreement not to consummate a marriage is wholly devoid of efficiency," Justice Mullin's opinion read. "It is so repugnant to public policy that it has not sufficient substance even to affect the validity of the marriage contract. However shocking it may be to sensitive souls, the law is as firm upon the point now as it was in the days of the ecclesiastical courts, where

## STEAMSHIPS MOVE DESPITE DEADLOCK

Neither Owners Nor Seafarers' Unions Disposed to Yield in Controversy.

The strike of seafarers' unions against a 15 per cent. wage reduction and elimination of overtime on American merchant ships entered its third week yesterday with neither side showing a disposition to yield or to countenance anything but complete victory.

The executive committee of the American Steamship Owners Association, which had thought of obtaining nationwide Federal injunctions against the strikers to keep their pickets from interfering with the recruiting of crews and the operation of vessels, decided in a meeting at 11 Broadway that "things looked so good" this was not necessary. Instead, the committee unanimously adopted a declaration that the companies stand firm in their attitude in agreement with the Shipping Board regarding wages and overtime. It was said at the meeting, according to Winthrop L. Marvin, vice-president of the association, that former engineers were reapplying for jobs at the reduced pay and that an adequate supply of unlicensed men seemed to be obtainable.

Despite the strike, ships have been moving freely at most American ports, according to the figures of a report made public yesterday by the Department of Commerce in Washington. The number sailing during the first two weeks, from May 1 to May 15 inclusive, from all parts of the United States was 498, as against 142 held through lack of crews. The table shows that the Pacific coast has felt the strike most and that San Francisco has been hardest hit of all the ports. The figures given for New York are: Held by lack of crews, 10; sailed, 142. Independent observation would indicate some error in Secretary Hoover's figures. While the movement of vessels from this port, especially Shipping Board vessels, has been constant, the number halted by the strike is far more than five.

The Shipping Board says that in the two weeks between ninety and a hundred of its vessels cleared from American ports, compared with about eighty-nine in the first two weeks of April. On the other hand the engineers' leaders, Tom Healey and Bert Todd of New York, Ernest Feag of San Francisco and Clinton Thurston of Norfolk, said after meeting at the Continental Hotel that all their reports were optimistic and that there was no hint that the strike would be talked of when the union crowd got together in Cooper Union to-night. They said the Standard Oil Company of California was so short of engineers that it had to press into sea service licensed men found in the inspection and sales force, and that the Shipping Board had ordered five efficiency engineers to go to Baltimore to man the engine room of the steamship Buckeye State because the regular, McAndrews, had quit.

Officers of the engineers' union, who are trying to have the New York Towboat Owners Exchange sanction a refusal on the part of the union men to handle "unfair" ships in New York harbor, will meet a committee of the exchange this morning. The union heads have been trying to persuade the tugboat engineers to join in the strike to this extent, but have failed because the engineers and the boat owners have a contract running to January 1 next.

## NORFOLK INJUNCTION STAYS SEA ENGINEERS

Restraints Interference With Shipping Board Ships.

Special Dispatch to THE NEW YORK HERALD. NORFOLK, Va., May 16.—Striking marine engineers to-day found their hands practically tied in consequence of a blanket injunction issued by Federal Judge Edmund Waddell Saturday.

By the court order the strikers are forbidden from interfering in any way with Shipping Board vessels. They are forbidden to congregate on wharves where Shipping Board ships are moored or where crews are being signed on. They cannot coerce, molest or interfere in any way with men who want to sign on as engineers or seamen.

Officials of the seamen's union are to appear in court Saturday to show cause why the injunction should not be made permanent.

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